



NOT LEGAL FOR SALE OR USE ON ANY POLLUTION CONTROLLED MOTOR VEHICLE IN CALIFORNIA OR STATES ADOPTING CALIFORNIA EMISSION PROCEDURES.
See knfilters.com for CARB status on each part for a specific vehicle

INSTALLATION INSTRUCTIONS

77-1014KS

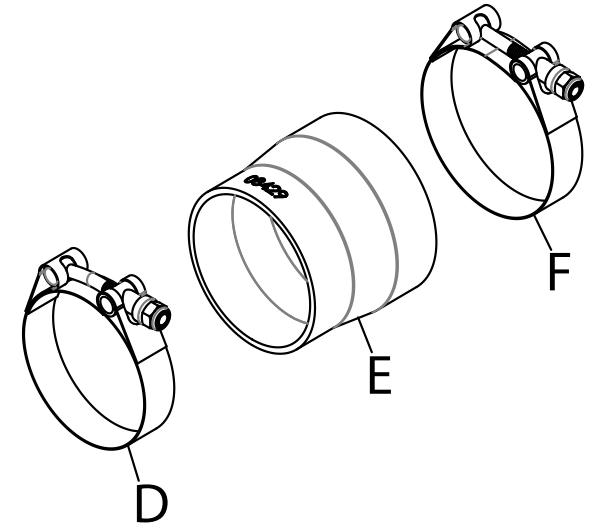
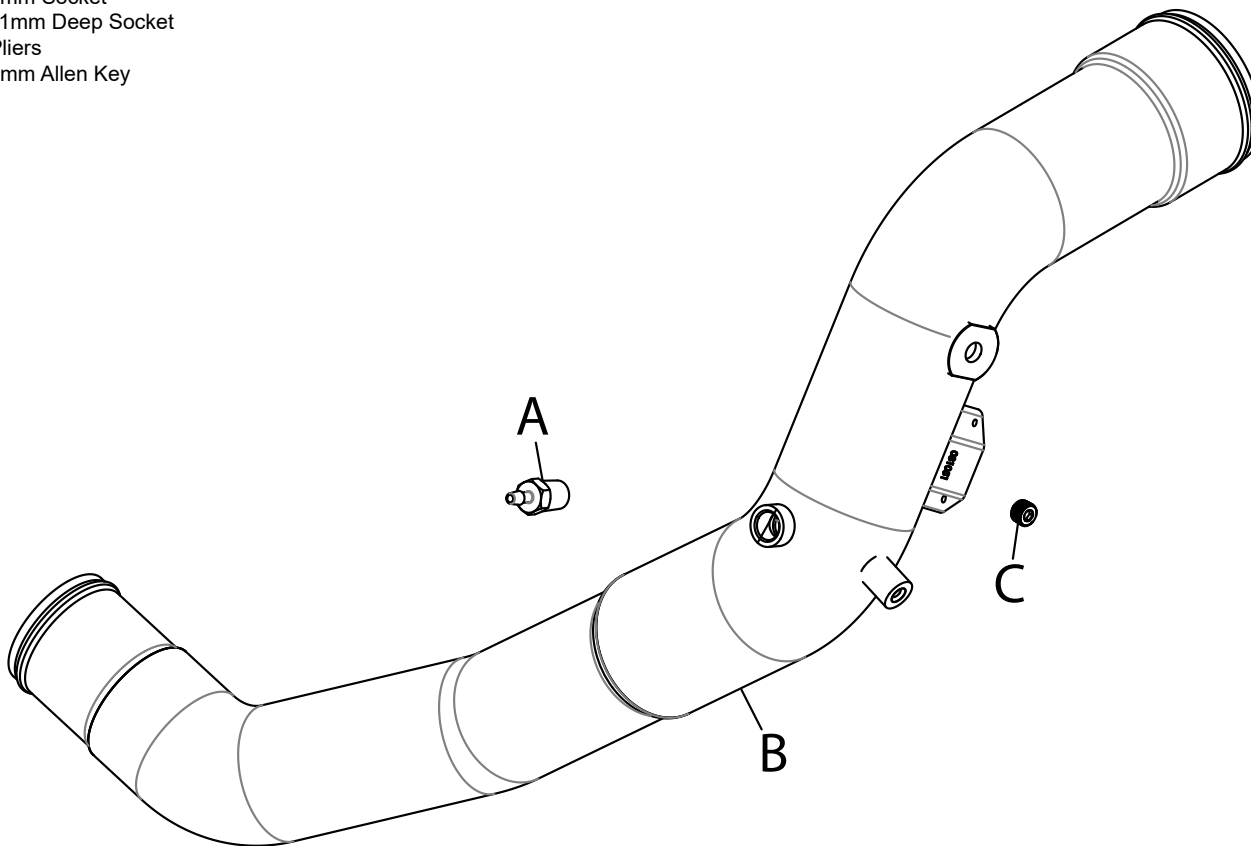
KIA

2019-21 STINGER

V6-3.3L

TOOLS NEEDED:

Ratchet
Extension
12mm Socket
10mm Socket
8mm Socket
11mm Deep Socket
Pliers
5mm Allen Key



PARTS LIST:

Description	Qty.	Part #
A ADAPTER; TEMP SENSOR	1	080021
B TUBE; CHARGE, 3"OD X 34"L	1	25903S
C PLUG; STAINLESS STEEL 1/8"NPT	1	1-1014
D HOSE CLAMP; T-BOLT, #312	1	21852
E HOSE; 3.25" TO 3"ID X 3"L	1	08429
F HOSE CLAMP; T-BOLT, #362	1	21855

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



2. Remove the two bolts that secure the passenger side strut tower brace and then remove the brace from the vehicle.



3. Loosen the three bolts that air filter housing to the inner fender and loosen the hose clamp that secures the intake tube to the air filter housing. Remove the air filter housing from the vehicle.



4. Loosen the clamp that secures the intake tube to the turbo inlet and then partially remove the intake tube from the vehicle.



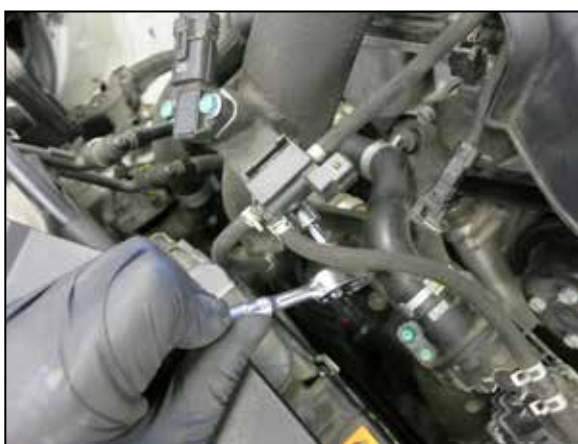
5. Release the spring clamp that secures the BOV hose to the intake tube and then disconnect the BOV hose. Now completely remove the intake tube.



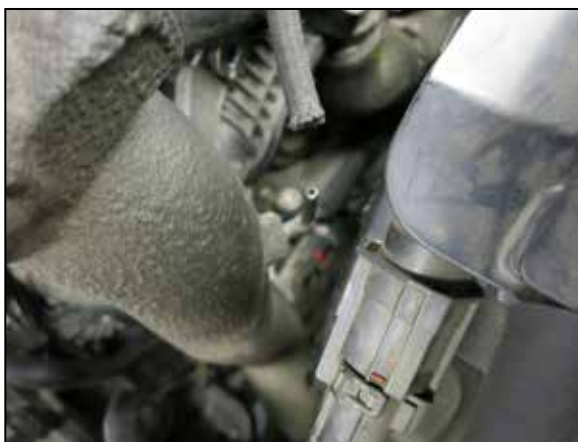
6. Loosen the hose clamp that secures the charge tube coupler to the throttle body.



7. Disconnect the vacuum switch electrical connection.



8. Remove the bolt that secures the vacuum switch to the charge tube and separate the switch from the tube. **NOTE: This bolt will be reused.**



9. Disconnect the vacuum line that is connected to the charge tube.



10. Remove the bolt that secures the charge tube to the engine.



11. Disconnect the pressure sensor electrical connection.



12. Loosen the clamp that secures the charge tube to the inter cooler coupler. **NOTE: Tube is removed in this photo for illustration.**



13. Remove the charge tube from the vehicle.



14. Remove the bolts that secure the pressure sensor to the charge tube and remove the sensor from the tube. **NOTE: These bolts will be reused.**



15. Install the provided coupler onto the throttle body and secure with the provided clamp.



16. Install the factory pressure sensor into the K&N charge tube and secure with the factory bolts.



17. Install the provided 1/8npt pipe plug into the accessory port. Install the vacuum fitting into the K&N charge tube as shown. **NOTE: this fitting uses 1/4npt threads, do not over tighten as the fitting may fracture. Some threads may be exposed once the fitting is properly installed.**



18. Install the K&N charge tube into the factory inter cooler coupler, do not tighten the clamp.



19. Install the K&N charge tube into the coupler at the throttle body and align for best fit.



20. Reconnect the pressure sensor electrical connection.



21. Install the vacuum switch onto the K&N charge tube using the factory bolt.



22. Connect the vacuum line to the fitting installed into the K&N charge tube.



23. Check the charge tube positioning and then tighten all the hose clamps.



24. Reinstall the intake tube onto the turbo inlet.



25. Reinstall the air filter housing and secure with the factory hardware and clamp.



26. Apply the K&N decal onto the charge tube as shown.



27. Reinstall the shock tower brace and secure with the factory hardware.



28. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

29. It will be necessary for all K&N® high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

ROAD TESTING:

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.

2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

3. If road test is fine, you can now enjoy the added power and performance from your kit.

4. K&N Engineering, Inc., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger® service kit, part number 99-5050 or 99-5000 and follow the easy instructions.

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